

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the Application:

Listing of Claims:

1. (Currently Amended) A positioning system for modules coupled to at least one rail member in a vehicle, comprising;
 - a plurality of openings provided on the rail member;
 - the module having a housing defining a storage compartment;
 - at least one projection extending from the module and configured to engage at least one of the plurality of openings;
 - so that engagement of the at least one projection and the at least one of the plurality of openings substantially prevents movement of the module in at least one direction.
2. (Original) The positioning system of Claim 1 wherein the projection extends in a substantially vertical direction.
3. (Original) The positioning system of Claim 1 wherein the projection extends in a substantially horizontal direction.
4. (Original) The positioning system of Claim 1 wherein the plurality of openings are provided in a flange member extending from the rail member.
5. (Original) The positioning system of Claim 1 wherein the projections are tapered.
6. (Original) The positioning system of Claim 1 wherein the projections are configured for interchangeably positioning the modules at various locations along the rail member.
7. (Original) The positioning system of Claim 1 wherein the projections are configured to substantially restrict movement of the modules relative to a longitudinal axis of the rail member.

8. (Original) The positioning system of Claim 1 wherein the projections are integrally formed with the module.

9. (Original) The positioning system of Claim 1 wherein the projections are substantially concealed from an occupant of the vehicle when the module is coupled to the rail member.

10. (Currently Amended) A positioning device for a module having an entertainment device adapted for coupling to a rail system in an interior space of a vehicle, comprising a bracket that is movable between a first position where the movement of the module entertainment device relative to the rail system is substantially restricted and a second position where movement of the module entertainment device relative to the rail system is permitted.

11. (Original) The positioning device of Claim 10 wherein the bracket is configured to slide in a generally horizontal direction between the first position and the second position.

12. (Original) The positioning device of Claim 10 wherein the first position is an engaged position and the second position is a released position.

13. (Original) The positioning device of Claim 10 wherein the bracket includes at least one projection extending from the bracket.

14. (Original) The positioning device of Claim 10 wherein the projection is configured to engage at least one opening in a rail member of the rail system when the bracket is in the engaged position.

15. (Original) The positioning device of Claim 10 wherein the bracket is biased into the engaged position.

16. (Original) The positioning device of Claim 10 further comprising an interlock formed from two or more patterns of openings in a rail member of the rail system that are configured to permit the projections to engage the openings only in predetermined locations along the rail member.

17. (Original) A positioning mechanism for a module configured for attachment to a rail system within a vehicle, comprising at least one rail member attached to an interior of the vehicle and configured to receive the module and at least one brake member pivotally attached to the module and having a surface configured to contact the rail member to substantially limit movement of the module along an axis of the rail member.

18. (Original) The positioning mechanism of Claim 17 wherein the brake member actuates to engage the rail member in a wedging interaction when the module moves relative to the rail member.

19. (Original) The positioning mechanism of Claim 17 wherein the surface of the brake member includes a cam profile configured to develop a frictional interaction with the rail member when the module is moved relative to the rail member.

20. (Original) The positioning mechanism of Claim 17 wherein the brake member is an inertial brake member.

21. (Original) The positioning mechanism of Claim 19 wherein the cam profile includes a face portion having a gripping surface.

22. (Original) The positioning mechanism of Claim 21 wherein the gripping surface includes a plurality of teeth.

23. (Original) The positioning mechanism of Claim 21 wherein the gripping surface comprises a textured material.

24. (Original) The positioning mechanism of Claim 17 wherein the brake member further comprises a counterweight.

25. (Original) An anti-slide device for limiting movement of modules along at least one rail member of a rail system positioned within an interior of a vehicle, comprising a brake member having a first portion pivotally coupled to the module and a second portion configured for frictional engagement with the rail member so that when the module tends to move, the brake member creates a wedging interaction between the module and the rail member to substantially limit further movement of the module along the rail member.

26. (Original) The anti-slide device of Claim 25 wherein the second portion comprises a curved surface.

27. (Original) The anti-slide device of Claim 26 wherein the curved surface is non-circular and creates an increasing wedging interaction as a force on module increases.

28. (Original) The anti-slide device of Claim 25 wherein the second portion further comprises a gripping surface.

29. (Original) The anti-slide device of Claim 28 wherein the gripping surface comprises a textured material.

30. (Original) The anti-slide device of Claim 28 wherein the gripping material comprises teeth.